

AFFAIRS OF THE RAILWAYS.

The Freight Record.

For four successive weeks freight men have predicted that the climax in business had been reached, and yet with each week an increase in tonnage has been shown over the preceding week, until, in the week ending Sept. 14, nearly twelve hundred more loaded cars were handled than in the week ending Aug. 17, which was supposed to be the heaviest movement that the roads were likely to have this year; and still it is stated that but for the scarcity of cars two thousand more loaded cars would have been handled last week than there were. That Indianapolis roads are handling a larger volume of traffic than ever before is not denied, and most of the business is carried at fair remunerative rates. East-bound the movement of grain last week was hardly as large as in the week preceding, while there was a heavier movement of live stock, lumber, staves and heading, with a considerable sprinkling of cotton and wool. For export an increased business in heavy goods, such as the tonnage moving is seldom, if ever, heavier. It consists largely of dry goods and heavy groceries. With the Pennsylvania Company there was a heavy movement of west-bound of anthracite coals and coke, but it is still considerably below the normal September volume. North-and-south roads are doing an excellent business. The improvement in business with the car-works in the North requires heavy shipments of Southern pine northward, and other products of the South. Vegetables and fruits are swelling the tonnage. The shipments South consist largely of provisions, dry goods, machinery and so on, the shipments of the latter articles being heavy. Local traffic is at high tide at the city depots. Platform men and clerks are making overtime, and seldom are the platforms more heavily loaded during the last week. Below is given the number of cars received and forwarded at this point in the week ending Sept. 14, as compared with the corresponding weeks of 1888 and 1887:

Name of Road.	Loaded cars, 1888.	Loaded cars, 1887.	Loaded cars, 1886.
L. & N. & C. Air-line.....	318	352	301
L. & N. & C. Div.....	406	478	270
H. & O. Div.....	918	770	770
L. E. & W. Div.....	600	511	519
Vandalia.....	2,374	1,974	2,100
O. & I. & W. Div.....	670	887	933
O. & I. & W. Div.....	762	904	764
L. & N. & C. Div.....	1,150	836	694
Penn. lines.....	512	365	303
Chic. & Ind. Div.....	1,623	1,562	1,637
Chic. & Ind. Div.....	2,253	2,280	2,280
C. & C. & St. L. Div.....	2,492	1,832	2,160
St. L. & Ind. Div.....	2,140	1,960	2,010
Clev. Div.....	2,496	2,231	2,302
Totals.....	18,784	17,388	17,162
Empty cars.....	4,480	4,660	4,250
Total movement.....	23,264	22,048	21,412

New Scheme for Maintaining Rates. CHICAGO, Sept. 15.—The Times, to-morrow, will say: "A movement is on foot among the passenger men, both east and west of Chicago, to form a gigantic association in which shall be vested the rate-making power for the entire territory between the Atlantic seaboard and the Missouri river. The movement is still in its infant stage, but those who have given the scheme serious consideration are of the opinion that it is not only practicable but certain to result in great benefit to the railroads if put in operation. A similar plan has been talked of among the freight men from the Missouri river to the Pacific coast, and the present prospects are that it will be adopted.

Should both these schemes be put into execution, the entire passenger interest of the country will be merged into these two great organizations. The time is propitious for such a movement. The Western States Passenger Association at present is inactive. The internal dissensions arising over the attempt to elect a chairman to succeed Mr. Abbott has so clogged the machinery of the association that it is practically useless and must soon go to pieces unless the proper means are taken to again put it in running order. That the passenger department of the Central Traffic Association is losing its power and influence has been apparent for some time. It has had no meeting since July, owing to the failure of several members to answer the call for the August and September meetings, and the consequent lack of a quorum on both these occasions.

The plan is to have severe penalties for violations of rules, and provides that all disputes among roads regarding rates and differentials shall be settled by arbitration; that all differentials shall be published in the rate-sheets issued by the association, and that every purchaser of a ticket may thus be advised in advance just what concessions are held out by the weakly, without making a tour of investigation among them all. The opinions of general passenger agents are being gathered regarding the scheme, and if the result is that a meeting will be called in the near future to discuss the matter.

Traffic Notes. Belt-road engines last week handled 854 car-loads of live stock, against 609 in the corresponding week of 1888; increase this year, 345 cars.

Freight traffic is moving along quite evenly over the Vandalia. Last week the road brought into Indianapolis 1,178 loaded cars and forwarded from here 1,135 loaded cars.

With the exception of the Indianapolis & Vincennes all Pennsylvania lines coming in here, it will be noticed, last week showed a largely increased movement of loaded cars over either of the former years with which comparisons are made.

It was the banner week on the Belt road in the week ending Sept. 14, as there were 14,023 cars transferred over the road, against 11,977 in the week ending Sept. 14, 1888, which was among the best weeks of last year; increase in the number of transfers this year, 2,406 cars.

Freight traffic over the Cleveland division of the Big Four was a little off last week, the road bringing in from the East but 1,106 loaded cars and forwarding East but 1,190. The falling off, as compared with previous week, is wholly attributable, it is stated, to a scarcity of cars.

The management of the Lake Erie & Western are trying to develop the livestock traffic over their line, and are making good headway in the matter. Last week bringing in here three full train-loads of cattle and hogs gathered on their own road and delivered to them by Western connections.

West-bound traffic over the Pennsylvania lines the last few days has become much heavier than east-bound. Last week the road brought into Indianapolis 907 loaded cars and forwarded from here 821. Last week the business of the road east and west-bound has been very well equalized.

Personal, Local and General Notes. Commencing with Oct. 5, train No. 20 out of here over the Pennsylvania line will make direct connection at Harrisburg with a train for Washington, D. C., hauling a through coach.

Jeremiah Butterfield, who for fourteen years was agent of the American and United States express companies at this point, died last week, at Red Oak, Ia., after two years' illness.

On trains Nos. 1 and 30 on the Pennsylvania line the baggage cars are now run through between St. Louis and Jersey City, thus obviating the transferring of baggage at Pittsburg.

Columbus, O., will soon have as many roads running into its Union Station as Indianapolis. It will have the trains of fourteen roads, and a contract has been let for the fifteenth—the Columbus, Lima & Milwaukee.

A. Manvell, the newly-elected president of the Atchison, Topeka & Santa Fe road, is said to be, in countenance, much like V. T. Mallot, of this city, and he is said to take up important questions as coolly as does Mr. Mallot.

R. W. Geiger, chairman of the Central Traffic Association Southern Products Committee, has called a meeting of this committee for Sept. 18, at the National Liquor League. Mrs. Geiger, you don't know what you—, but come to think of it, you are a woman.

The general passenger agents of the Chicago lines show no disposition to accommodate the traveling public between Indianapolis and Chicago. The Pennsylvania line last night put on a Pullman coach to run locally between Indianapolis and Chicago

nightly, each way. A person wishing now to go by either line can take a berth in a sleeping coach any time after 8 p. m., they stopping on spur tracks west of the Union Station.

As Traffic Manager Murray has reorganized the force on the Big Four system, after leaving the general offices the passenger department will have but sixteen representatives and the freight department twenty-nine, at different points, to look after the company's interests.

The Pennsylvania Company on Saturday completed the fine railroad bridge over the Ohio river at Steubenville. The bridge consists of seven open spans, each 232 feet long, and one channel span 312 feet long, making a bridge 1,536 feet in length from abutment to abutment.

The shops of the Pennsylvania Company at Altoona, in the month of August, turned out more work than in any month since they were established. Over one hundred cars were rebuilt, and five hundred new ones turned out, and this month work is being pushed to the utmost capacity of the shops.

The line established a few months ago by the Cincinnati, Hamilton & Dayton, to run between Indianapolis and Detroit, has become so popular that General Passenger Agent McCormick has arranged to put on a line of through Pullman coaches to run nightly each way between the points named.

The old Bee-Line Gazette has been revived as the Big Four Gazette, and the September number is replete with information. On one of the outside leaves is a map of the C. C. & St. L. (Big Four) system as far as it has reached out as yet. By the October issue, possibly, three more roads will be added to the system.

C. M. Wheeler, who is retired as a representative of the Missouri, Kansas & Texas road, is expected to see that parties who patronized the line were well cared for.

A scheme is on foot to make the Chat-tahoo road, in Kentucky, one of the most important roads in that State. It is proposed to build from Richmond, Va., to the present terminus, through the mountains to Tazewell, Va., where connection will be made with the Norfolk & Western road. To do this will require the building of 135 miles of new road.

The Louisville & Nashville has just added twenty new locomotives to its power. They were built at the Rogers locomotive works, of which Reuben Wells is general manager, and he furnished an engine which he thought adapted to service on that road. He well understood what was needed, he had been experienced in motive power on the L. & N. for years.

General Passenger Agents Ford, of the Pennsylvania; Barker, of the Monon; McCormick, of the C. C. & St. L.; and Martin, of the Big Four, will hold a conference to-day regarding rate matters. It will not be surprising should there be some sharp talk, as one of the lines, it is alleged, has been tampering with rates since the Cincinnati meeting by extending limits of tickets.

The first complaint which the Interstate-commerce Commission, which convenes to-morrow, will file with it, is that of the millers of Indiana, Illinois and Ohio against the Pennsylvania Company, the millers asking them to explain what justice they can do to the millers of Indiana, Illinois and Ohio against the Pennsylvania Company, the millers asking them to explain what justice they can do to the millers of Indiana, Illinois and Ohio against the Pennsylvania Company.

George W. Bender, with the approval of General Superintendent Rice, on Saturday made the following appointment on the Chicago division, of which he is superintendent: J. W. Riley, trainmaster, to have charge of such business, Cincinnati to North Indianapolis; and branches, inclusive; S. T. Blizard, trainmaster, North Indianapolis to Seneca, inclusive; E. W. Allen, chief dispatcher, vice S. T. Blizard.

The Erie and the Delaware Hudson railroad companies have compromised the suits which were brought against them by certain shippers, and which were to come before the Interstate-commerce Commission. The suits involved a question of discrimination. When they were brought an opinion prevailed that some sort of a compromise would be effected, as neither of the companies would have the right to have its methods of doing business ventilated.

The United States Express Company is not generous to its old and faithful employees as some of the other companies. Within a few months men who have been doing good work for a score or more years have been dropped with as little ceremony as would a man when they had reason to distrust. To pension a messenger, for instance, who had carried millions of money paid valuable freight, and caused the express company any trouble, would seem just; at least, it should entitle him to half pay.

E. A. Ford, general passenger agent of the Pennsylvania Lines west of Pittsburgh and of the Vandalia, has undertaken to bring about a conference of the general passenger agents of lines east of the Missouri river, with a view to the formation of an association, organized on a basis of reciprocity, and which would have a representative member. The associations are for the present inactive, and the plans on which they are operated too varied to do effective work, especially in the fixing and maintaining of rates. A number of general managers and general passenger agents have communicated with Mr. Ford in regard to the matter, and all favor the proposition.

Three complaints have been filed with the Interstate-commerce Commission by Messrs. Procter & Gamble, soap manufacturers, doing business in Cincinnati—two against the Cleveland, Cincinnati, Chicago & St. Louis railway and others; another against the Cincinnati, Hamilton & Dayton Railroad Company and others; and a third against the Cincinnati, Washington & Baltimore Railroad Company, and the Baltimore Ohio, which defendants' lines form three separate routes from the West to the seaboard. The complainants allege that common soap is improperly classified in the fifth class in the trunk-line classification, Nos. 5 and 6, with washing crystals, liquid soaps and soap powders, which are higher in price, greater in bulk and less in weight than common soap, instead of being placed in the sixth class, with toilet articles of the grocery trade, to which it is more similar in price, bulk and weight, and of equal necessity to consumers.

A WORD TO COLORED PEOPLE. They are Advised to Cultivate the Race Feeling and Be Loyal to Each Other. Recent Harding Davis, in the Independent.

The most serious obstacle which lies in the way of the colored people in the United States is the lack of sympathy among themselves. They seem to be almost destitute of any feeling of unity or esprit de corps. The educated niggers usually display the Frenchman's contempt and the black man's hope and ambition too often are to be mistaken for phlegm.

"Race" said a quonoon to me lately. "I have no race! I am descended from a people without a language, without a literature, without a history and without a hope. I have no race!"

I heard the other day of one of the same people, an old negro in Boston, who showed a dignified temper. "Don't look down on your people," he said to his children, "because you have education. God gave you education to lift them up. Don't spend your lives trying to be mistaken for white folks. It is the white man's business. There lies the gist of the whole matter. No race has ever succeeded by ignoring itself and aping another. As long as the Russian and German copied the Frenchman in his literature and manners they were marked failures. It was only when they were content to be what God made them, and to do the best they could with themselves, that they took their place among nations.

There can be no nobler work for a man than that of lifting up his own despised race.

If God has sent you into the world a negro, make it your business to be black. Do not try to be white. The eyes of men shall not mistake you for a white man, but wish that they, too, were negroes.

Stopped Just in Time. Boston Herald.

Mrs. Helen M. Gougar remarks that there is not a newspaper in this country to-day that supports high license that is not written by a French or a French Canadian. He asks that the committee come prepared to stay several days and complete the work assigned them.

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MINOR CITY MATTERS.

To-day's Doings. DEMOCRATIC PRIMARIES TO ELECT DELEGATES TO CITY CONVENTION—Monday.

AFRICAN FOREIGN MISSIONARY CONVENTION—Second Baptist Church, day and evening.

COMMON COUNCIL—Council Chamber, evening.

BOARD OF TRADE COMMITTEE ON RECESSION OF SOUTH AMERICAN DELEGATION—Tuesday.

GRAND OPERA-HOUSE—J. K. Emmet in "Uncle Joe, or Fritz in a Mad-house," evening.

PARK THEATRE—Leslie Dwyer's "Ideal Comedy" in the "Sea of Ice," afternoon and evening.

EDEN MUSEE—Clariettes; afternoon and evening.

THE ATLANTA CYCLOPEDIA—Market street, between Illinois and Tennessee, day and evening.

Local News Notes. The eighth year of the Girls' Classical School opens this morning.

The Columbia Club, now fairly under way, has opened its cash. The beginning with to-day, a number of its members will take their noon lunch at the club.

Personal and Society. Byron Prunk leaves to-day to resume his studies at Washburn College.

Mrs. W. C. Bull and children, of St. Louis, is in the city, stopping with her father, Mr. P. Anderson, No. 85 East Pratt street.

W. H. Coleman and wife returned from Europe on Saturday, and are stopping at the Bates. They will go to housekeeping in the city to-morrow.

Rev. Thomas L. Johnson, a returned missionary from Africa, a highly endowed colored man, a graduate of Spurgeon's College, in England, will speak at the First Baptist Church to-morrow night.

LEBANON NOTES. Rev. W. P. McKee, of Delhi, Ind., is to be the pastor of the M. E. Church. Miss Etta McCoy went to Crawfordsville last Wednesday to visit with friends.

Miss Grace Sims has returned home from a visit with friends in Shelby. Mrs. M. Weid and daughter Lila have returned from their journey with friends in Ohio. Miss Annie Patton left for Putnam county Friday.

Rev. J. H. Jones and wife, of St. Louis, Ind., after two weeks' visit here, will leave to-morrow.

Industrial and Trade Notes. The Western Furniture Company is so pressed with orders that the establishment is working a day and night force.

The Indianapolis elevators on Saturday last contained 310,430 bushels of grain. There are 420,899 bushels on the corresponding date last year.

While there is no special feature in the business of the machine-shops, all are busy, working full time and full-handed, and in doing so are through in the winter all are to have plenty of work.

Box manufacturers report their business the most prosperous at the present time in some years. There is a large demand for boxes in which to pack domestic goods and other products of the season.

The United States Lumber Manufacturing Company has leased the buildings formerly occupied by Phil Dohn, on South Meridian street, remodelled them, and is going into the manufacture of lounges quite extensively.

The Weigel show-case manufactory is becoming one of Indianapolis's most prosperous industries. The works and shipping show-cases into the Southern and many of the Western States, and have an excellent local trade.

The Indianapolis Frog and Switch Company is steadily increasing its force and finding ready sale for its railway supplies. Within the next few weeks the company expects to considerably further increase its production.

The Deitz box manufactory has in operation two box-nailing machines, which are working in operation. They nail both sides of the boxes at once, and do it in a most perfect manner. The machine is quite simple, but does great work.

E. C. Atkins & Co. are working a portion of their saw-works nights, so pressed are they with orders. They have 100 representative houses at New York and San Francisco they are selling large quantities of their production.

Business at the Van Camp packing-house is moving along at high tide. The rolls on Saturday showed that 678 persons were employed about the establishment. Tomatoes and sweet corn are the principal articles which they are now canning.

The Lewis-Porter Cabinet Company to-day turn out their first work. The buildings and machinery are all new, and the works start out under favorable conditions and with a full complement of men.

The Kautsky Frame and Molding Company has been obliged to increase its force on account of the large increase in orders. The works have just turned out a frame for the Indianapolis Art Association which is very unique and elegant in design.

Indianapolis has three large broom manufactory, all of which are doing a large business. The brooms are made of natural grass, taking the ground that the housekeepers are doing much sweeping when they did when they had no brooms and the annoyances arising therefrom.

The Udell Wooden-ware Company is doing the largest business in its history. The company is manufacturing several novel articles, and is well and favorably known for receiving car-load orders. Last week the establishment shipped thirteen car-loads of goods going to about as many different States.

Indianapolis has 108 barber-shops, and forty-two of them are running on leased chairs. One of the second-hand furniture-dealers makes a specialty of fitting saloons, from which there are two chairs he realizes a month. Looking-glasses and other less important conveniences are included in the sum named.

With the provision men the year nearing its close has not been a very favorable one in a financial way. Hog products ruled all the year. While they paid last fall and winter high prices, and the prices may be looked for this fall. However, at the present time the holding of hog products in this market is the lightest in any section of the country.

Some idea of the increase in the business of packing fruits at home may be formed from the fact that one South Meridian street, in the city, has just received a car-load of fruit for distribution by the retail merchants in this and adjoining States in the last sixty days. The quantity can be estimated at 100 boxes. It is stated that this quantity of goods filled to their utmost capacity, 100 boxes.

The Creamer & Scott carriage manufactory has got well under way. Last week they turned out a fine five-seater at work, and will increase this force from week to week. In the not distant future Indianapolis bids fair to be one of the largest carriage, buggy and cart manufacturing points in the country. In fact, already more carts are manufactured here than at any point in the United States.

Said one of the large furniture manufacturers in the city on Saturday last: "But people are aware of the extent of our business. It will doubtless be a surprise to many, but nevertheless it is true, that an average of forty-five car-loads of furniture are shipped daily from Indianapolis. In this statement is included desks, chairs and lounges. About 50 per cent. of the furniture shipped to the Southwest and the Pacific coast points."

These are prosperous times with the brewers is evidenced in the fact that H. Schmidt is building a \$25,000 residence on South Side, and H. Lecher is just completing, at the corner of Delaware and McCarty streets, one of the finest buildings south of Washington street. In style of architecture it is to be equalled by no building in the city. In the third story there will be a hall, finely finished, 100 feet long by 50 wide.

The J. B. Alfrey Company, which recently was incorporated as the J. B. Alfrey & Co., is remodeling the old buildings and enlarging the plant, expending fully \$30,000 in improvements. A wealthy Eastern manu-

facturer has taken an interest in the establishment, and it is to be made one of Indianapolis's most important industries. Several car-loads of machinery were received last week from Eastern machine-shops, and the equipment of the plant is to be completed.

With the removal of the electric works from a portion of the buildings occupied by Noyes & Marmion the latter will increase their force, occupying all the room vacated and within a few weeks Noyes & Marmion will erect another large building for the purpose of increasing their force to employ 100 more men. Their works now give employment to nearly 350 men.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

RAILWAY TIME-TABLES. PENNSYLVANIA LINES—THE DIRECT AND POPULAR PASSENGER ROUTES. Trains leave and arrive at Indianapolis as follows:

PANHANDLE ROUTE—Leave for Pittsburg, N. Y. and Chicago, 8:00 a.m., 8:00 p.m. Richmond & Columbus 9:00 a.m., 4:00 p.m. N. Y. & Pittsburg 11:40 a.m., 6:50 p.m., 10:30 p.m. Richmond, Richmond, etc., 8:40 a.m., 3:40 p.m. Arrive from Chicago and New York without change. 11:35 a.m. (except Sunday) arrive at Chicago at 6:30 p.m.

Leave for Chicago and Northwest 11:35 a.m., 11:30 p.m. Arrive from Chicago and Northwest 4:25 a.m., 4:15 p.m.

Leave for Louisville, 4:00 a.m., 8:45 a.m., 3:25 p.m., 6:25 p.m. Arrive from Louisville 10:30 a.m., 11:25 a.m., 8:45 p.m., 10:55 p.m.

Leave for St. Louis, 4:00 a.m., 8:45 a.m., 3:25 p.m., 6:25 p.m. Arrive from St. Louis 10:30 a.m., 11:25 a.m., 8:45 p.m., 10:55 p.m.

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